

# LAW <sup>AND</sup> ORDER

Vol. 1

August 1953

No. 8

## Guest Editorials:

William G. Stratton  
Governor of Illinois

"A License for a Bicycle?"  
A "working with youth"  
article

Police Training in Mt. Vernon

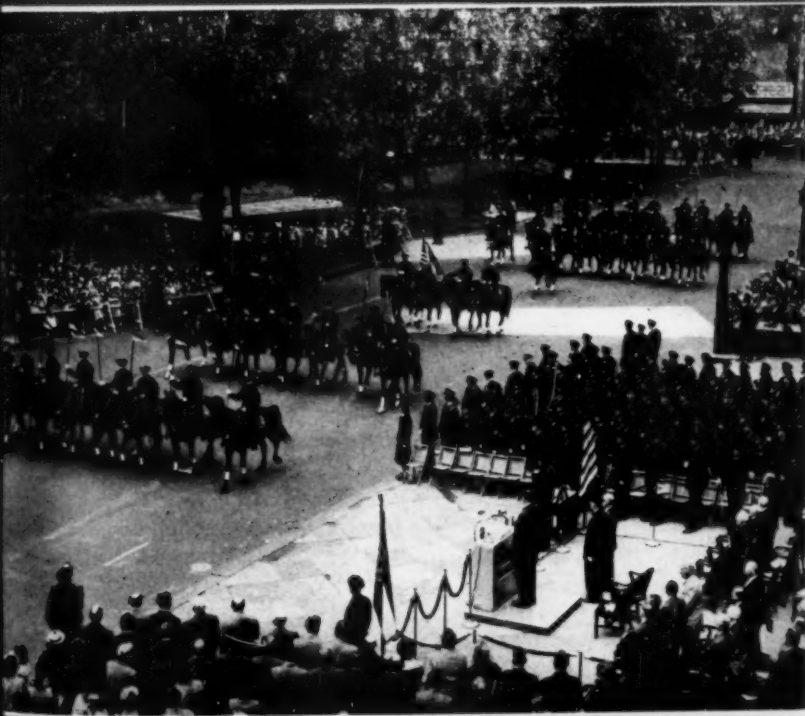
Traffic Police in Mexico City. An  
"International Police Feature"

Buckets of Paint—for Safety

Chiefly Chatter  
John I. Schwartz,  
Easton, Pa.

## SPECIAL

Beginning in this issue  
**MODERN SELF DEFENSE**  
A monthly series of lessons in  
Jui-Jitsu by H. R. Sigward



AN INDEPENDENT, PROFESSIONAL MAGAZINE FOR ALL CONCERNED WITH THE BUSINESS OF LAW ENFORCEMENT



**William G. Stratton**  
Governor of Illinois

**G**OOD, efficient law enforcement is of cardinal importance in maintaining a well-organized society.

Laws are made for the good of the majority of the people, and are implemented by a group of men and women who are actually dedicated to the cause of law and order.

For to most police officers and officials, their profession is not merely a job—it is a calling. When a person puts on the uniform or accepts the badge symbolizing his authority, he loses his identity and becomes more than an individual — he becomes a representative of all that is good and honest. He becomes honesty and decency personified.

And much of the good that a policeman does is not recorded in his arrest tickets. Far more is accomplished by his work in preventing crime and in curbing America's fastest growing menace — juvenile delinquency. To a great extent, the fate of young America is in your hands, and I am sure that you are equal to the task.

In Illinois, we have a 500-man State Highway Police Force that is entirely free of the stigma of "politics." I, as Governor of this great State, could not get a man onto this force unless he were the most qualified man available for the job. I am proud of the State Police Force in Illinois, and I am proud of every member of it.

Before a man can become a member of our State Highway Police, he must pass written and oral examinations before a bi-partisan merit board, and after receiving their approval, must successfully complete cours-

## Guest Editorial

es given at a training school conducted by members of the force.

Another important facet of law enforcement in Illinois is our Bureau of Criminal Identification and Investigation. This Bureau acts in conjunction with the law enforcement agencies ranging from the Constable of the smallest town in the State to the Federal Bureau of Investigation in Washington. The Bureau also cooperates with police officers of any other state which might request its aid.

In the Bureau's files are fingerprints of every known or suspected criminal who has passed or may pass through the State.

In addition to this file on criminals, the Bureau operates a Crime Laboratory which saves County and Municipal agencies thousands of dollars a year in costs of laboratory analyses, expert testimony, investigations and other aspects of crime detection. This "little FBI" has played an important part in solving many of the toughest criminal cases in Illinois history. Countless calls pour into the Bureau daily from sheriffs, police chiefs and state's attorneys requesting aid in the solving of crimes or the apprehension of criminals. And the Bureau is always ready to do the job.

One of the main functions of our state highway police force is the rigid enforcement of our traffic safety program. During the first three months of 1953, state policemen travelled more than four million miles attending to patrolling and policing duties. In addition to patrolling our highways, the State Highway Police force has the added task of protecting Illinois' 12,000 mile primary road system by the strict enforcement of our truck weighing program. At the time of this writing, State Police have weighed almost six and one-half million trucks and made more than 94,000 overweight arrests.

While this is not a spectacular phase of law enforcement, it is still law enforcement. And if a law exists, whether criminal or not, it is the duty of every police officer operating within its jurisdiction to rigidly enforce it and to see that it is strictly adhered to.

I am fully aware of what every police officer knows well — that much of your work is drudgery and routine. But here is where much of the importance of your work lies. In your daily routine, you police officers are furnishing the oil which keeps the wheels of society turning smoothly.

# LAW AND ORDER

AN INDEPENDENT, PROFESSIONAL MAGAZINE FOR ALL CONCERNED WITH THE BUSINESS OF LAW ENFORCEMENT

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## Contents

COVER PHOTO: Wide World: The Mayor of New York City presents awards to Police Heroes.	
GUEST EDITORIAL: <b>WILLIAM G. STRATTON</b> , <i>Governor of Illinois</i> .....	2
"A LICENSE FOR A BICYCLE?" <i>A "working with youth" article</i> .....	4
POLICE TRAINING IN MOUNT VERNON (N. Y.) .....	6
TRAFFIC POLICE IN MEXICO CITY by Emil Zubryn <i>An "International Police" Featurette</i> .....	8
MODERN SELF DEFENSE .....	9
<i>The first in a series of fifteen lessons on jui-jitsu by R. H. Sigward</i>	
BOOK REVIEW by David O. Moreton .....	15
WEAPON-WISE by David O. Moreton <i>A "Firearms" Feature</i> .....	17
CHIEFLY CHATTER .....	18
<i>John I. Swartz, Easton, Pa.</i>	
BUCKETS OF PAINT FOR SAFETY .....	19
<i>The second of a series on traffic safety by S. E. Rink</i>	
NEW METHODS AND PRODUCTS .....	21
<i>Edited by Frank G. MacAloon</i>	
NOTES ON KEEPING RECORDS .....	22
<i>As told by Anthony L. Reilly, Chief of Police, Allentown, Pa.</i>	
FROM THE EDITOR—RANDOM SHOTS .....	23



## INTRODUCING

### R. H. Sigward

This month, in the center section of your magazine is the first of a fifteen issue picture-article series on Modern Self Defense. The length and vital importance of this feature makes its author, R. H. Sigward truly a valued and respected member of the LAW AND ORDER editorial family.

On this page, we welcome him to LAW AND ORDER, and present his picture, taken in his uniform as an instructor of self defense for the military police of the U. S. Army Air Force. His full biography is given at the beginning of the article, but let us add here that for the past several years he has been Physical Director of his own thriving academy, the Sigward Health Studios, at 802 Lexington Avenue, New York City.

W.C.C.

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Children waited on line in an orderly manner for the first step in inspection-registration.



## "A License For a Bicycle?"

*This is another in the series of articles "working with youth" showing how good police work starts with the youngsters.*

ANYTHING having to do with the registration or registration of children frequently meets quick opposition from parents. Many people hold the opinion that children should have no contact with civil life or law, and anything that sounds remotely like a "record" is frowned upon. Happily this school of thought is rapidly becoming outmoded. With a proper approach through adult education, parents are realizing that "records" are often means of protecting their children.

Recently the Police Department of Greenwich, Conn. adroitly maintained good public relations with the parents in the community while actually licensing the children's bicycles. This was accomplished by keeping the department entirely in the background and appearing only as the assistant in the execution of a big job.

The entire program was sponsored by the P.T.A. and the Greenwich Safety Council. Captain Clarence L.

Dobson set up the procedure and was the representative of the Police Department in the execution of the program.

Realizing that "ever increasing population coupled with heavier traffic" create many hazards in bike riding, the P.T.A. sent a letter to every parent who had a child in public school. The letter called attention to the large increase in school enrollments and expressed concern for the safety of the children who used bicycles going to and from school. It stated that much thought had gone into the matter of licensing bicycles, and that "Capt. Dobson, of the Greenwich Police, in cooperation with the Greenwich Safety Council, has come up with a handsome black and white license for all the school bicyclists in Greenwich."

To add authority to the letter, a copy of the laws relating to bicycles was attached. People are apt to forget that there are laws in almost every community regarding the use of bicycles. The Greenwich law is in three sections. Perhaps it will be of some help to review the law.

(a) Bicycles shall not operate at a speed exceeding ten miles per hour.

(b) They must be equipped with a suitable bell or alarm.

(c) Persons operating a bicycle must sound an alarm within reasonable distance before overtaking a pedestrian.

(d) Bicycles must not be operated upon the sidewalk.

The penalty for any of the above violations shall be a fine of not more than \$20 and liability for any damages.

It is a safe assumption that few youngsters are taught anything about laws concerning their bicycles. Many children receive 'cycles at early ages and as they grow up the "three wheeler" becomes a "two." Perhaps they may never be informed on the laws about cycling. By putting this letter in the hands of every parent, it was hoped that the information contained in it, would be given to the youngsters. At the same time, the letter



Chief John Gleason and Capt. Clarence Dobson supervise operations.



### ... Staff Written

was designed to make the parent realize his responsibility when he allows his child to ride a bicycle.

The next section of the ordinance reads: "Persons operating bicycles shall not carry any other person except on a seat securely fastened to the bicycles to the rear of the operator, and must be provided with foot rests and hand grips."

Of all violations committed by young cyclists this is the most common. It is not an easy matter for a youngster to refuse his friend a ride on the handlebars of his bike. In Greenwich there is a fine of \$5.00 for violating this law. By reading this law to the child, a parent has the opportunity to explain the reason for this safety measure.

The final section of the Greenwich law on bicycles relates to lights and reflectors. "Bicycles operated on a public highway one-half hour after sunset and one half hour before sunrise shall be equipped with a lighted lamp visible not less than 400 feet in the direction of travel, and a reflector tail light shall be attached to the rear fender."

The object of the campaign to license bicycles is not to "fine" children or penalize them, but it is a means of providing an impersonal method for reporting violations and helping safety patrolmen over the hurdle of reporting individuals. The license gives parents and police officers a means of identifying violators. As the letter to the parents states, "In the final analysis, it will be the parents who will have to decide the punitive measure to be meted out to violators."

After the letter was in the hands of the parents, the inspection and licensing of the bicycles began. It was a tremendous job and required many volunteers from the P.T.A. to assist in carrying out the program. To make every parent feel as though he was behind the idea, a sentence in the letter reads, "If you are asked to volunteer your services on the day selected, we hope you will be available."

At the first school where inspection was held, 300 bicycles were put through a four lane operation in one day. The remaining 200 were processed and licensed the following day.

Two members of the police department checked the safety features of the bicycles (brakes, bell, and reflector) while members of the safety patrol assisted the P.T.A. with the registering and paper work. After inspection was finished and the bicycle declared roadworthy, the last step was drilling a hole in the rear mud guard and fastening on the license plate.

The license number shows at a glance to which school district the bicycle belongs. The numbering system will assist greatly in cases of bicycle disappearances.



A patrolman tests the brake prior to giving the final stamp of approval.

Many communities throughout the country are working on similar programs, for it is one more means of protecting the young citizens. It is a heartwarming sight to watch hundreds of youngsters stand by their bicycles waiting for the verdict that their wheels passed the tests. When the last test is taken and the license fastened to the bicycle, there is always a great glow of satisfaction on the young cyclists' faces.

The presence of a policeman bestowing the "honor" upon the children gives added significance and weight to the program. It is another opportunity for the policeman to meet the future citizens of the community and impress upon them the services the police department contributes to their welfare.



The final phase of inspection is attaching the license plate to the bicycle.



L & O Staff Photo

Michael F. Nealis, Director,  
Mt. Vernon Adult Education Schools

### Training Police in U.S.A.

Colleges and Universities in about 20 states offered police training programs in cooperation with enforcement agencies last year.

A variety of curricula was offered including in-service, pre-employment, and short-course programs. Subjects presented by the institutions include traffic, delinquency control, minority group tensions, lie detections and interrogation, arson investigation and other specialized police activities. Many colleges offer full-year training programs for policemen; a number of universities offer bachelor's and master's degrees; and at least two institutions offer a doctor's degree to qualified law enforcement officers.

EDITOR



L & O Staff Photo

Informal discussion about current problems are part of the curriculum.

## Police Training in Mt. Vernon (N.Y.)

Adult education programs in almost every field imaginable can be found throughout the United States. Whether it's improving a game of golf, learning how to cook, or how to drive an auto safely, there is a class of instruction available.

In the year 1947, a few men came to Michael F. Nealis in Mt. Vernon (N.Y.) and discussed their problem with him. They were members of the police department and were interested in obtaining help in preparing for a sergeant's examination that was coming up. Out of the conference came the formation of the first class for local police training. The field was not new to Mr. Nealis because he had been an instructor at the Delehanty Institute in New York City.

Before proceeding with the plans for the school operation, Mr. Nealis contacted Chief William P. McDonald of the Mount Vernon Police and received his hearty approval. Checking dates so that his semester would in no way conflict with F. B. I., State or County training courses, he started with the first group of 17 men. After four or five lectures, news of the course was circulated by word of mouth around the county and many inquiries came about enrolling. As a result the next class started with 67 men who came from all over Westchester County. The complete charge to each student for the fifteen lecture course (2 hours each) was \$2 which is the registration fee required by the New York State Law on adult education. At the conclusion of the fifteen week course, a certificate of instruction is given to those who attended the lectures.

In its third year of operation, the enrollment was 120. Realizing that police work is not a 9 to 5 job, classes were started Thursday mornings for those officers who had duty at night. The same lecture is given in the morning as at night and a student may attend the session that suits his working hours.

The classes grew so large that additional instructors were brought in to assist Mr. Nealis. One of the first was a local attorney, Mr. Philip Scarpino, who specializes in the elements of law as related to the police officer. It was realized that the men are not much interested in the theory of law as it is taught in law school, but in the practical relationship of law to police action and responsibility.

In any police training program there are so many subjects that can be taught it is sometimes difficult to

## In-Service training helps the officer do his job better ... Staffwritten

select a curriculum which will provide the maximum benefit for the men. Nealis realized that the best judges of what should be taught are the men themselves expressing their needs. A system was devised whereby the men write questions on cards and submit them for discussion. From the tenor of these questions, the course of study for the coming year is planned. For example: the 1950-1 course was "Criminal Investigation" and the text book selected was Fitzgerald's "Handbook of Criminal Investigation." Then in the fall and winter of 1951-2, a 15 lecture course on "Public Administration for Police Officers" was presented and the text book used was "Police Administration" (International City Managers Assn.).

In the course just concluding there were 263 students attending lectures on Penal Law-Basic. The text book was "Penal Law (N.Y.) and Criminal Law" by Schwartz and Goffen.

Mr. Nealis wrote to the Commissioner of Police in New York City, George P. Monaghan, in the fall of 1952 and asked for "the keenest, brightest young deputy inspector" he had; a top line instructor was needed for the school. Without much hesitation the Commissioner selected Paul Weston.

We were fortunate in being able to attend one of these lectures given by Deputy Inspector Paul Weston based on Police Administration and Current Problems. It was evident why these courses are so valuable to the officer. They are taught by using everyday practical examples, drawing upon the wealth of personal experience of the instructors. Weston, for instance, teaches with a good natured humor that keeps everyone interested and alert. His method of teaching is based upon the association of code words. For example: in the sections pertaining to strikes, Weston teaches the patrolman to remember the code "K-aaa" and his instruction will give him step by step procedure. The "K" refers to *knowledge* and the three "a's" means *ascertain, analyze and assign* men. This is the orderly way to think in a strike situation. Each lecture is outlined for the men to take away and study. These code words are to help him remember. In a patrol car a man can review a subject as he waits for a call just by thinking the code "K-aaa."

In addition to instructors Weston, Nealis, Scarpino, Inspector George F. Kunnerle frequently conducts a seminar.

Although we were primarily interested in the police



L & O Staff Photo

**Demonstration of a new bullet-proof shield and mask. This "Man from Mars" like outfit protects vital parts against gunplay.**

activities we found that the Board of Adult Education also conducted classes for firemen. We went to another classroom where we met Chief Edward Gall and Capt. David Garrick of the Mt. Vernon Fire Department. There were 40 men present in the class and as we went in they were demonstrating the use of a resuscitator.

The men were not only from Mt. Vernon but from all parts of Westchester County. Commendation should be given the town of Mt. Vernon for their training program. This is another instance that proves police officers are constantly trying to learn more about the business of law and order.



L & O Staff Photo

**The advisory committee: L. to R. Capt. David Garrick, Deputy Ins. Paul Weston, Fire Chief Edward Gall, Police Chief Wm. P. McDonald, Insp. George F. Kunnerle, Attorney Philip Scarpino and Director Michael F. Nealis.**

# Traffic in Mexico City

by Emil Zubyrn



New traffic booths that have been provided for Mexico City's traffic police.

MEXICO City's traffic police have one of the most difficult tasks in the world. Narrow streets and the huge upsurge in the number of cars during recent years have created an unprecedented traffic control problem. Despite official edicts from the authorities, bottlenecks still occur during the peak morning, midday and evening rush hours.

Motorists themselves have contributed to the traffic bedlam of the past. Highly individualistic, they disregarded all traffic regulations, raced through city streets at high speeds, cut across intersection without respecting the lights, wove in and out of traffic and, when a jam-up occurred, claxoned loud and long.

Last year, the city authorities adopted a "get tough" attitude and tackled the problem vigorously. An anti-noise edict was promulgated and enforced — motorists who sounded automobile horns were hailed into court and fined about \$1.50 the first time; double this for a second offense, and a threat of license removal when they appeared for a third time. Since noise-making is an old Mexican custom, the motorists did not like the edict — but they finally had to submit. Now it is only occasionally that one hears the sound of auto horns in Mexico City and in a most subdued manner.

Speeding and infraction of all traffic rules were the next phases of the traffic campaign. The "cowboy" drivers of the city — unequalled anywhere else in the world

for their utter disregard for the law and pedestrian safety — suddenly found that neither threats of "influential friends" nor "mordidas" (bribes) worked with the motorcycle or traffic police. Stiff fines of 100 pesos (about \$11.00) and up were imposed on the "cowboys" and their licenses revoked after three appearances in traffic court.

Street parking, especially in the overcrowded midtown district, has been eliminated; double-parking, a particularly vicious practice, still exists but traffic policemen hand out tickets right and left; and buses have been re-routed to allow for a free traffic flow through the narrow, congested downtown streets which have been outgrown by the growing city.

Mexico's traffic problem is far from solved. But the strong-arm measures have brought a semblance of some order. The major need now is for adequate parking facilities, and this is being studied by police authorities. New buildings, according to official edict, must provide for

(Continued on Page 14)



Daily jam of parked cars around the Palace of Fine Arts.



# Modern Self Defense

by R. H. Sigward

## PREFACE

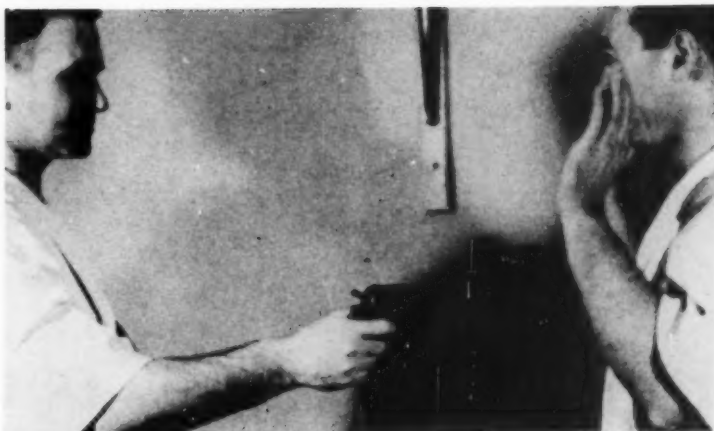
As an educational service to its readers, LAW AND ORDER has obtained the publishing rights to a complete book on up-to-date jiu-jitsu as taught to military police. Naturally, this subject is best taught by picture rather than words, and more than 600 pictures will be used to illustrate the fifteen chapters which will be presented in the next twelve to fifteen issues of LAW AND ORDER.

The importance of this subject to police officers is two-fold. The policeman may well need to use it in his own defense! Secondly, he needs to understand the methods of assault that may be used against him. The United States Government placed great emphasis on weaponless self defense and taught it to its military police, commandos and other specialized services.

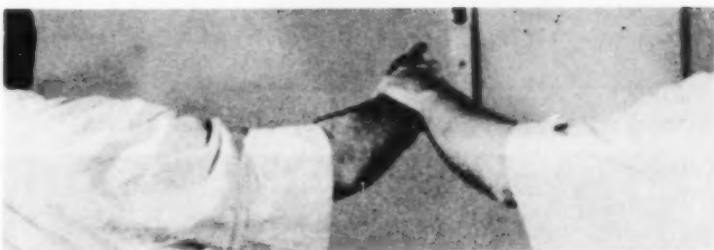
This is a very serious side of police work, and one on which not much published information is available. By presenting it in LAW AND ORDER, a selected distribution to every police chief in The United States is achieved. It is recommended that these copies be saved carefully for reference and study, so that each department may have the complete series intact. If, in the judgment of our readers, the articles prove to render the service we hope, the entire series may be republished later in book form. But, the monthly issues of LAW AND ORDER will be giving you the complete book, in monthly steps for mastery.

The author, R. H. Sigward has dedicated his work to helping the right kind of people from getting hurt, or worse. Here is a brief outline of his qualifications:

Majored in Physical Education at the University of Berlin. Physical Director at Standard Oil Company, Hamburg, Germany. Charge of Athletics and Recreation on the



123-6



123-7



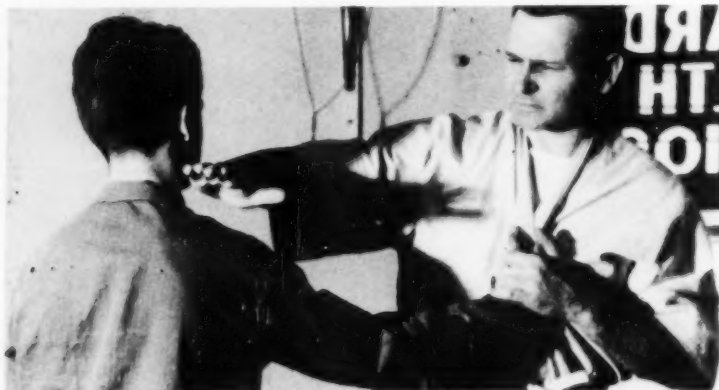
123-8



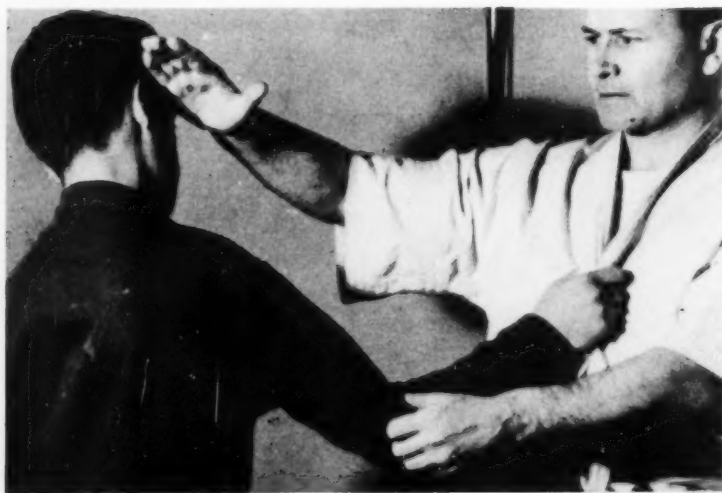
123-9



1. As shown from a Front Jacket Attack.



2. Side-of-neck Blow.



3. Temple Blow.

World's largest luxury yacht, the S. S. Orion.

Taught Jiu-Jitsu and Self-Defense tactics in New York City at the Y. M. C. A. and the Y. M. H. A., the Horace Mann School for Boys, Bergen Junior College, Maplewood Adult School, Boy Scouts of America, Camp Androscoggin and Camp Moosilauke.

During World War II he was assigned by the Army Air Corps Military Police to several posts as instructor and supervisor in Modern Self Defense methods, teaching civilian and Military Police organizations.

In this capacity he directed and taught Self Defense Tactics to the Military Police at Camp Upton, N. Y.; Fort Dupont, Del.; Brookleyfield, Ala.; Brookhaven Police Dept., L. I.; and Townsville Police Dept., in Australia.

During the past few years Mr. Sigward has given instruction at his own Academy at 802 Lexington Avenue in New York City. He is regarded as one of the world's outstanding exponents of Modern Self Defense.

Some of the Chapters depend entirely upon the pictures to teach the lesson. This is true of Chapter One, which illustrates 13 keys to Disabling Blows. These should be studied carefully, and practiced, following the advice in Mr. Sigward's introduction and instructions on practice. The captions below the pictures tell the story!

But, in order to prove the practical aspects of these "keys to disabling blows" we have included in this issue a part of Chapter 14, on "Revolver Disarming." That chapter gives four methods of disarming, of which these nine pictures demonstrate the first. To be effective in the actual practice of a specific use of jiu-jitsu, the key steps that we are covering in the first three chapters (August, September and October LAW AND ORDER) must be used. From this point on we will turn the text over to Mr. Sigward.

W.C.C.

# Modern Self Defense

## Introduction

This book is the result of many years of research, practice and experience in self defense techniques. It is based upon the Japanese system of Jiu-Jitsu, but includes the latest improvements in the science of self defense. I call it *Modern Self Defense*, because I have eliminated all outmoded, impractical and cumbersome modes of protection. My aim is to present a textbook on defense techniques which will give a sound knowledge of the subject to the student, teacher, Law Enforcement Officer and man and woman in the street. The work should also prove valuable to the more advanced students and instructors of Physical Education.

## Why Self Defense?

Don't think that because you've never had to defend yourself against an attacker, you won't have to—some day. Modern Self Defense—easy to learn—is the invisible weapon that has enabled thousands of men and women to defend themselves against armed and vicious attacks of all kinds.

These are the methods used by police, G-men, commandos and all military forces. With this system, a *keen sense of awareness* is developed by constant attention to and observation of the opponent's actions. This awareness produces a wide-awake and coordinated individual.

## Just What Is It?

The principle and application of my method is based on two factors, one is *Break the Attack . . .* and the second is *Counter-Attack*. In both it is of the utmost importance to understand and perfect the mechanics of the various holds and apply them with *speed*.

*Success depends upon speed combined with quick thinking.*

Many of my techniques shown here are extremely drastic. They recognize no conventional rules. They are not intended to provide amusement; only in critical situations should they be used. Since



4. Under-nose Blow.



5. Solar Plexus (Stomach) Blow.



6. Edge-of-Hand Blow to back of neck.



7. Kidney Blow.



8. Nose jab with heel of hand.



9. Knuckle Blow to temple.



12. Chin Jab Throw.



10. Chin Jab.



11. Eye Poke.



13. Thumb release and Kick to groin.



123-1

any of the holds in this book can result in injury, extreme caution should be exercised in practice.

I wish to thank my students and instructors, and the Editor, Roy Miller, through whose splendid co-operation this book was made possible.

## CHAPTER 1

### *How to Practice Modern Self Defense*

Modern Self Defense is based on the following principles:

- A. To Break Any Attack.
- B. To Counter Attack.

To learn this method you need the following:

1. A friend to practice with.
2. A kimono-type jacket. Or any old jacket strong enough to withstand hard usage.
3. A mat about two inches thick and covering a square of fifteen feet. Or use any soft floor covering, a mattress, etc.
4. You must strengthen your hands by squeezing a small rubber ball for ten minutes every day.
5. You must strengthen the edges of your hands (for blows) by drumming (thumbs up) on a table for ten minutes every day. Monotonous? It will pay off!
6. During each practice session do at least *ten falls* each way: forward, backward and side-ways. Know how to fall!
7. Practice all Holds and Falls from both left and right sides.
8. For knife disarming, use a rubber knife; and for gun disarming, a toy gun.
9. Practice every movement slowly and smoothly. Pressures should be applied gradually—not jerkily! And remember: a tap on your or your friend's body should be the agreed signal to release the hold immediately. In the event of slight pain after releasing hold, shake the affected limb. The pain will disappear.
10. Do not flaunt your knowledge, or practice with a partner who wants to demonstrate his



strength. You're out to learn.

11. Keep in mind that most of these holds can be applied by both men and women.
12. Do not consider yourself an expert until you know the mechanics of the holds and can carry out every movement instinctively and with lightning speed. Your success depends upon these factors.

## CHAPTER XIV

### Revolver Dismarming

The project of disarming a gunman in real life (not the movie variety who always gets too close or is trapped into looking over his shoulder) is always fraught with peril. Without a lot of practice it can readily be bungled. If it is, however, a matter of life and death, you may have to take the chance, especially if you are a law enforcement officer.

**123-1** When you are commanded at the point of a gun to hold up your hands, do so—and immediately. (Any questions?) The fact that you have not been shot at shows that your thug may be afraid of the consequences—or fearful of raising an alarm.

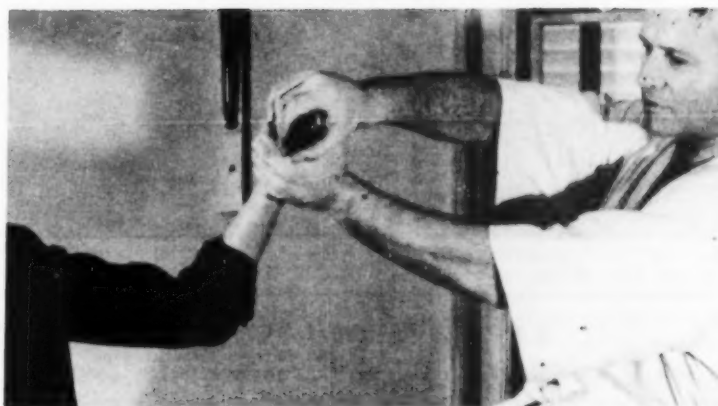
Show by your actions that you are scared to death, which should not be difficult. If you have any sense, you *will* be scared. Wait until he is close to you, then act with lightning speed to disarm him.

**123-2** Grab his right hand with your left, and pull him off to your left. Pivot at the same instant on the ball of your left foot to the right. You will then be out of the line of fire. (Notice in photo #1 that you should hold your left attacking arm lower than your right.)

**123-3** Grasp with your right hand under his right, covering and closing your fingers around the gun. Twist the murderous toy to the left. Assailant will either release the gun or have his pet trigger finger broken. You can now knock him out, using the butt of the gun for a blow to the jaw or head.



123-2



123-3



123-4



123-5

The illustrations numbered 123-6, 7, 8 & 9 on page 9 show another method of the wrist disarm, which is self-explanatory. Pictures 123-4 and 5 are follow through actions, the one on this page applying best to the wrist disarm shown on page 9. A study of the Key movements of the first three chapters are vital to these actions.

### Chapters to Come!

- I Keys to Disabling Blows.
- II Keys to Arm Locks.
- III Keys to Wrist Bars.
- IV Falling Technique.
- V Wrist Holds.
- VI Arresting Holds.
- VII Choking Holds.
- VIII Clinching Holds.
- IX Mugging and Strangling Holds.
- X Throws.
- XI Women's Self Defense.
- XII Boxing Defense.
- XIII Knife Disarming.
- XIV Revolver Disarming.
- XV Miscellaneous.

## Traffic in Mexico City

(Continued from Page 8)

car parking space in their basements. And under consideration is a plan to erect more multi-storied car garages on the perimeter of the central midtown zone.

While Mexican motorists grumble at the detaining measures, which make them toe the line as far as traffic regulations are concerned, and the enforcement job must be a constant one, — they more or less obey the law these days. Making sure that they do are Mexico City's smiling but adamant traffic policemen.

Over a year ago, the authorities decided that they would do something to improve the lot of those who must pursue the thankless task of seeing that traffic runs with reasonable smoothness. All city traffic police were furnished with "casetas" or roofed-over tin booths which were designed to provide protection from the rain, heat and dust storms of the eccentric Mexican climate.

Traffic officers now direct cars from the little booths. The policemen are divided on their personal opinion of the booths — some feel that the booths are uncomfortable and hinder them in their duties as well. If a motorist infringes upon the regulations, the officer is at a disadvantage cooped up as he is. But during the rains the umbrella-like contraption overhead does prevent a soaking. During the heat, it's another story, for the booths become miniature sweat boxes.

It was inevitable that the tin booths would become the subject of lampooning by the citizens. The Mexican sense of humor is sometimes quite exaggerated. The best

booth-story now circulating concerns the curious wide-eyed child who asked his father what the innovation was.

"That, my son," he was told, "is a new government ruling. They are putting the police in tin cans now."

The booths are also called "soft drink stands," because the sides are painted with advertisements for a popular soft drink. On more than one occasion a drunkard has staggered up to a booth, leaned against it, and asked for a double tequila.

The "casetas," after more than a year of service have a battered air about them as the result of numerous encounters with inexpert motorists. A general revision of the licensing of motor vehicles has been attempted, but this is too big a job to be done overnight. Some unofficial estimates place as high as 30 per cent the number of drivers who are operating without licenses in the city. Sporadic raids decimate this percentate slowly.

Visitors who have returned to Mexico City after an absence of about a year and a half are surprised by the results attained so far in traffic control. Yes, "cowboy" driving still exists, but it is the exception, and not the rule. And sooner or later the offenders find themselves without licenses. There is still a lot to be done; but Governor Ernesto P. Uchurtu, new head of the city administration, has shown that he brooks no monkey business in traffic regulation enforcement. In less than a half a year in office, he has not only advanced the cause of traffic control, but he has cleaned up the city as well.



### The Policeman's Guide

A Manual of Study and Instruction by Cornelius F. Cahalane  
Harper and Brothers, New York 1952 viii;  
276 p.; 21 cm (octavo) \$3.50 Library of  
Congress Card No. 52-8465.

Here is a book that is a real pleasure to read. There are times when it becomes routine to review a book, mainly because the sincere spark in many such works is lacking. Cahalane's book, "The Policeman's Guide" has the quality of offering constructive instruction and sound advice.

We were reading "The Policeman's Guide" when the May issue of "Coronet" came out with the story "I Like Cops" by Perry Davis and then we visited the Adult Education Program in Mount Vernon for Policemen and Firemen. All three seemed to tie in together the way things should but often times do not.

We were so impressed with the "Policeman's Guide" that we decided to allow the book to speak for itself, by quoting from some of its pages. The work is comprised of six sections, each worthy of concentrated study and consideration: "Relations with other Agencies and the Public", "The Quality of a Policeman", "Performance of Police Duties", "Criminal Law and Procedure", "How to Study" and "How to Teach".

Thoughtful of the faults that sometimes crop up we feel that Chief Cahalane's comments, as follows, are profound: "There are few professions that so greatly require the continued use of discretion, good judgment, and sound common horse sense, as police work. The legislative bodies pass many minor laws the strict enforcement of which, in many cases, is unnecessary and accomplishes no result other than to cause a bitter resentment on the part of the persons both directly or indirectly concerned. Washington Irving said that 'There are times when even Justice becomes offensive; when the severity of the law should be tempered with mercy and indulgence'."

Note also this statement: "A Police Department is not making progress unless, whenever a crime is committed or an accident occurs, someone in the organization asks, 'What have we learned from this? Could it have been prevented? And if it could, are measures being taken to prevent repetition?' It is hard to control or guide the inexperienced or the careless motorist or pedestrian. Some results are obtained by trying to teach or curb him. To be taught, he must be interested and responsible. To curb him we must resort to the law in such a manner as to convince him that it pays to be careful, respect the rights of others, and comply with the law."

"The Policeman's Guide" teaches an



### Free "How to Shoot" Booklet

"How to be a Crack Shot" is the title of an interesting and fully illustrated booklet which can be obtained free by writing the Advertising Div., Remington Arms Co., Inc., Bridgeport, Conn.

The booklet, which was originally produced several years ago, has been brought up to date and new features added. It will be of interest to both adult and youngster, and will be particularly useful in starting the young shooter on the path to shooting proficiency. It will help all interested in P.A.L. Rifle Clubs.

Remington is also making available free sets of animal targets which can form the basis of shooting games that are great fun for the 22 rifle shooter. There are five targets in the set, and the animals and birds represented are the jack rabbit, cottontail rabbit, woodchuck and crow. The bodies of each figure are marked off into scoring sections, which enables the shooter to easily compute his individual score, making the targets readily adaptable for competitive shooting games.

Sets of five of each target may be obtained free by writing directly to the manufacturer, or by circling No. 41 on the Reader Service Card.

### School Crossing Guards

At least 122 cities with over 50,000 population, as well as many smaller cities have school guard programs in operation.

As a result of this system, children are guided safely across the streets at school crossings four times a day and valuable police man-power is saved.

Guards are carefully selected on the basis of physical and mental character and other personal qualifications relating to the duties to be performed.

The post-war trend has favored the employment of women guards, particularly young mothers of school children. Older men from the ranks of retired policemen, firemen, school janitors, and handicapped veterans also serve to good advantage. In about one-third of the cities these guards are under civil service. The number of guards employed by a single department varies from less than 10 to 700. This information was gathered in a study by THE INSTITUTE OF PUBLIC ADMINISTRATION.

excellent basis for the wise and socially constructive duty that each policeman and police department should perform for itself and the community. It is highly recommended.

D. O. M.

### Vacations, Sick Leave Benefits Improve In Many States

Twenty four states now grant 15 or more work days of vacation with pay to their employees.

In twenty states, sick leave is granted at the rate of a day or more per month. Earned, but unused sick leave may accumulate to 90 or more days. This information was reported by a survey conducted by the PUBLIC EMPLOYEE magazine. Until recently, two weeks vacation per year and a month's sick leave cumulative to 30 days was the general rule. This information is from the CIVIL SERVICE ASSEMBLY.

### Local Police Unions

A total of 58 cities with over 10,000 population permit policemen to join locals of the A.F. of L., it is reported in the 1953 MUNICIPAL YEAR BOOK published by the International City Manager's Assn. Four years ago, 53 cities had local police unions.

These police unions are locals of the American Federation of State, County and Municipal Employees (A. F. of L.).

Seattle, Wash., police recently were permitted to join an A. F. of L. local union. Policemen in three other cities over 250,000--Baltimore, Md., Denver, Colo., and Portland, Ore., belong to unions. This compares with police in eight other large cities, Buffalo, N. Y., Cleveland, Ohio, Dallas, Texas, Kansas City, Mo., Milwaukee, Wisc., Rochester, N. Y., and St. Louis, Mo., who are prohibited from joining labor unions.

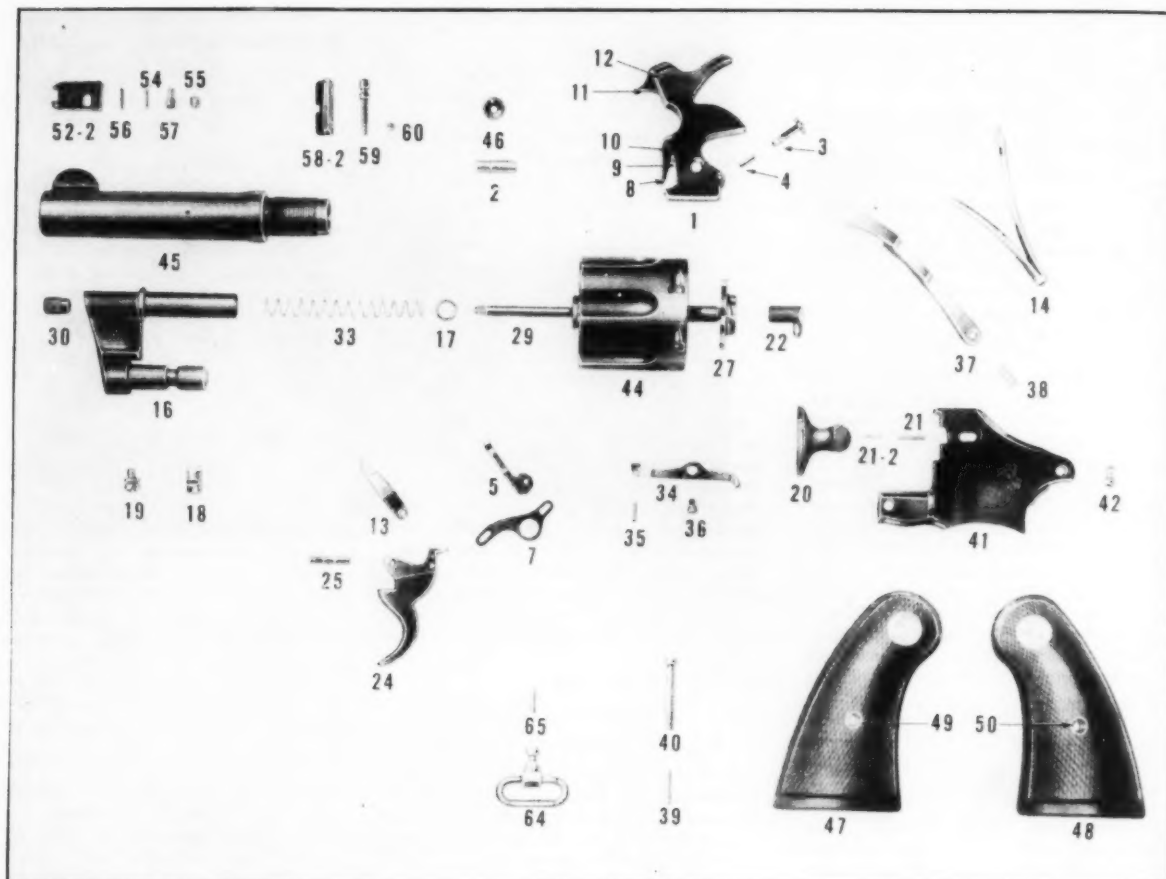
### \$41,800 To Northwestern Traffic Institute

The Kemper Foundation for Traffic Safety will take over the entire program of providing funds for police officers to study how to improve traffic conditions at the nine month course given by the Northwestern University Traffic Institute.

Under the terms of the agreement, the Kemper Foundation will grant \$26,400 a year to the Institute to enable 32 police officers from all sections of the country to attend the course in traffic police administration on full-time fellowships and scholarships. In addition, the foundation will grant \$10,000 to be used for extension work to bring graduates of the Institute up-to-date on traffic innovations, and another \$5,400 in support of the Institute's short course program.

To date more than 3000 police officers from every state in the Union have attended the Institute's courses.

**COMPONENT PARTS FOR**  
**Officers Model, Official Police, Army Special,**  
**Police Positive Special, Police Positive, Detective Special,**  
**Bankers Special, New Service, Pocket Positive Revolvers**



Part No.	Description	Part No.	Description	Part No.	Description
1	Hammer (Complete)	21-2	Latch Spring Guide	46	Recoil Plate
2	Hammer Pin	22	Latch Pin	47	Stock, Plastic (RH)}
3	Hammer Stirrup	24	Trigger	48	Stock, Plastic (LH)}
4	Hammer Stirrup Pin	25	Trigger Pin	49	Escutcheon (RH)}
5	Safety	27	Ejector and Ratchet	50	Escutcheon (LH)}
7	Safety Lever	29	Ejector Rod	52-2	Front Sight, Target (Complete)
8	Strut	30	Ejector Rod Head	54	Front Sight Pin
9	Strut Spring	33	Ejector Spring	55	Front Sight Adjusting Screw
10	Strut Pin	34	Bolt	56	Front Sight Adjusting Spring
11	Firing Pin	35	Bolt Spring	57	Front Sight Locking Screw
12	Firing Pin Rivet	36	Bolt Screw	58-2	Rear Sight (Complete)
13	Hand	37	Rebound Lever	59	Rear Sight Adjusting Screw
14	Main Spring	38	Rebound Lever Pin	60	Rear Sight Locking Screw
16	Crane	39	Stock Pin	64	Swivel (Complete)
17	Crane Bushing	40	Stock Screw	65	Swivel Pin
18	Crane Lock	41	Side Plate		
19	Crane Lock Screw	42	Side Plate Screw		
20	Latch	44	Cylinder (Complete)		
21	Latch Spring	45	Barrel, Standard		
			Barrel, Target (less Sight)		

*When ordering parts, specify: Model, Caliber, Serial Number, Number and Name of Part*



# Weapon Wise

by

D. O. Moreton

The Detective Special Revolver can trace its parentage back through the years to the New Pocket Model which Colt introduced after the New Navy in 1895. When introduced the New Pocket came in three barrel lengths 2½", 3½" and 6" and in two calibers .32 Long Colt and .32 Short Colt. The New Pocket Model frame was the smallest frame made for a double action center fire handgun.

In 1896 the Colt people introduced the New Police; actually it was the frame of the New Pocket Model with an enlarged grip. The same year the New Police came out, the New York City Police Department officially adopted it.

When the famous Colt Positive Safety Lock was introduced and patented on July 4, 1905, the Police Positive Model was announced; the principle improvement over the New Police being the Positive Safety Lock. The New Police .38 caliber was adopted to this arm in addition to the .32 caliber Colt New Police Cartridge and the .32 Long and Short cartridges. The designation of the Police Positive was changed to the Police Positive Special in 1907 when the frame and cylinder were lengthened (¼") to handle the more powerful .38 Special and .32-20 cartridges.

There is little difference in the various models made on the Police Positive Frame. These variations are of little interest to us except in the case of the Detective Special which was introduced in 1926 and was a Police Positive Special with a 2" barrel. In 1933 a modified model was introduced with a rounded butt, which made a more compact and neater carrying gun. It is chambered for the .38 Special and New Police cartridges and the .32 New Police cartridge.

In the accompanying photographs of the Detective Special the gun is shown with and without the Hammer Shroud. The Hammer Shroud is an excellent aid for extra sure, extra fast emergency shooting. The installation of a Hammer Shroud on Colt revolvers of the Police Positive Special, Detective Special or Cobra types enables the police officer on plain-clothes duty to make a quick draw without catching the hammer on clothing. For minor cost the shroud can be added to a Detective Special. It can be ordered as an extra with a new gun or can be obtained in a kit for individual installation.

The cutaway drawing included with the article on the Official Police Model Colt is applicable to all the Colt Revolvers, as they all work on the same principle. Instead of repeating that drawing I have included the component parts list. This list of part number, description and illustrations can be used for identification and ordering parts for the following Model Colt Revolvers; Officers Model, Official Police, Army Special, Police Positive Spe-



The Colt Detective Special Showing Hammer Shroud and screws disassembled (Upper photo) and assembled (Lower photo).

cial, Police Positive, Detective Special, Bankers Special, New Service and Pocket Positive.

When ordering it is very important that model, caliber, serial number and name of part be given; this will save needless delay and correspondence with Colt's factory. The Colt representative with whom I have talked remarked that many times each month, requests for parts come through that do not give all of the information that is required.

## DESCRIPTION

### NAME OF MANUFACTURER:

Colt's Manufacturing Co., Hartford, Conn.

### NAME OF WEAPON: Detective Special

### CALIBER:

.38 Special  
.38 New Police  
.32 New Police

### AMMUNITION:

All standard factory loaded .38 Special, .38 New Police and .32 New Police Cartridges

### NUMBER OF SHOTS: 6

### TYPE OF ACTION:

Single and Double

### TYPE OF LOADING:

Swing out cylinder  
Simultaneous ejection

### FRAME: Solid

### BARREL LENGTH: 2"

### OVERALL LENGTH:

### RIFLING: 6¾"

6 Left; 1 Turn in 16"

### BORE DIAMETER:

.346" Min.; .347" Max.

### GROOVE DIAMETER:

.353" Min.; .354" Max.

### GROOVE DEPTH: .0035"

### WIDTH OF GROOVE:

.124"—.004"

### WIDTH OF LAND:

.057" ± .002"

### STOCKS:

Coltwood plastic, checkered

### HAMMER SPUR: Grooved

## FINISH:

Dual tone blue  
Dual tone nickel

## WEIGHT: 21 ounces

## SIGHTS:

Fixed: Ramp front  
Milled in frame rear;  
matted finish glare proof

## TRIGGER PULL:

3½ to 5 pounds  
Average 3½ to 4½ pounds

## COMMENTS

The stock model Detective Special that I tested No. 588748, handled smoothly and neatly. The gun is a compact and powerful defensive weapon that points naturally and shoots just as naturally. For an arm with such a short barrel its accuracy is surprising. Once I became accustomed to it and could compensate for the recoil it behaved beautifully. Hooking the little finger under the grip, which is natural, holds everything right where it belongs, both in single and double action. If I were to choose a gun that would be deadly, I would make just one change and that would be to substitute new stocks to replace the Coltwood plastic stocks that are supplied as the gun comes from the factory. The plastic has a tendency to slip if the hand gets wet; however this is a minute point.

## CarRadio F. M. Converter For Police



Easily attached to any car radio. Does not affect reception on broadcast bands.

MODEL 30 FM covers

35 to 45 Mcs.

MODEL 150 FM covers

150 to 165 Mcs.

List price ....\$59.95

Other models available.

Write for Folder.

## ABC RADIO LABORATORIES

3334 N. New Jersey St., Indianapolis, Indiana

3334 N. New Jersey St., Indianapolis, Indiana

For further information Circle #43 on R. S. Card



## **Chiefly Chatter**

**John I. Schwartz**

*Chief of Police, Easton, Pa.*

**W**E have often shown in many ways that law enforcement officers work for more than money. One of the best examples of unselfish services we have seen is Chief John I. Schwartz of Easton, Pennsylvania.

Situated in the middle eastern part of the "Keystone State" is the city of Easton with its 36,000 population. It is the home of the famous Lafayette College. It is policed by 34 men plus the assistance of a few auxiliaries when the need arises.

Chief Schwartz is a member of the Pennsylvania Chiefs of Police Association, the International Association of Chiefs of Police, and is president of the Police Chiefs Association of Middle Eastern Pennsylvania. He has been a law enforcement officer for the past nineteen years and was made chief of Easton's police force January 1, 1952.

The Chief and I talked at about the time of the year when firecrackers and noisemakers were being secretly sold (secretly, because selling firecrackers is against the law in Easton). I asked him what he was doing about controlling this illegal practice. Chief Schwartz explained that he had a set-up with the postmaster who notifies him when a package arrives in town marked fireworks. Before it can be delivered to the consignee, a permit must be issued by the Chief. No permit is issued without a special reason. The same agreement is in operation with the Railway Express, so that practically all fireworks are stopped before they are distributed in Easton.

The Easton police department is operated on a \$200,000. budget; we noted with interest that \$500. of the money is allotted for paint. This includes street and curb painting as well as signs and signals. The Easton police force have all their signs done by a policeman sign painter. He is a regular patrolman, not a civilian with police department pay, and has the duty of caring for all signs.

At the Nazareth Fairgrounds, from June 22 through June 27, the First Annual Rodeo was held under the auspices of the Police Chiefs of Middle Eastern Pennsylvania. This year's show was headed by the moving picture star, Buster Crabbe. Chief Schwartz, president of the organization, expects to continue the project as an annual event. The receipts realized from the rodeo will be used in the Christmas Fund, which gives children's Christmas parties during the holiday season, and makes life happier for unfortunate children.

Aside from his activity in the Middle Eastern Pennsylvania Chiefs Association, Chief Schwartz conducts a "policeman's correspondence school" and has at present 88 men writing to him and doing weekly prescribed lessons. The course deals primarily with Pennsylvania law, and the men on the correspondence list are from neighboring towns. It all started, Chief Schwartz will tell you, when he was called upon to give a talk to a Fraternal Order of Police Lodge in the "Slate Belt." He told the men of the plan he had to teach law to his own men. He realized he would not be able to organize classes to fit the different schedules of his men, who work on various shifts, and so hit upon the plan for a correspondence course. As he worked it out, the course consists mostly of questions and answers. Each week the men taking the course receive a paper with 20 questions on it. Most of the questions require the men to do some research work in order to answer the questions. When they have answered all the questions they return their papers, which are graded by Chief Schwartz, and then returned to the men. For instance, one question might be, If a warrant for arrest is served on Jack Smith and the name of the Constable to serve it is Ed Wolf (his name being on it) could you, a police officer, serve it? Is it necessary to show the warrant to Jack Smith and let him read it?

When the men at the "Slate Belt" Lodge heard of the plan, a few of them asked if they could be included. The Chief told them they would be welcome, and the only cost to them would be a contribution at the end of the year to the City of Easton for the postage and paper supplies. Chief Schwartz does all the research for the questions himself, and he marks the papers. He has his department mimeograph the question sheets.

The course does not require the Chief to correspond personally with 88 different men. It is setup in such a manner that if six, sixteen, or more men from a department in a neighboring town should enroll, they work through their own chief. In other words, the men turn their answered questions in to their chief, who puts all the papers together and sends them in one letter to Chief Schwartz. The Chief then grades the papers and returns them to the chiefs in neighboring towns who distribute the papers to their men. The questions are distributed in the same way.

The project has gained much support and has all the enforcement officers "opening boks" to find the right

*(Continued on Page 20)*

# Buckets of Paint For Safety

BY S. E. RINK

*This is the second article based on information contained in the Manual on Uniform Traffic Control Devices, published by the Federal Government in 1948.*

In June's LAW AND ORDER, the traffic sign was discussed as a silent, but significant servant of the community. This month, the highway markers—the white and yellow stripes—come up for consideration. Like the traffic signs, the highway markings play an important, yet inexpensive, role in the over all picture of safety on the roadways. Like all other traffic control devices, markings must be uniform so that they may be recognized and understood instantly.

In some cases markings are used to supplement the regulations or warning indicated by traffic signs; in other cases, they do a job that no other device can do. For instance, markings have the distinct advantage of being able to convey warnings or information to the vehicle driver without diverting his attention from the roadway. Not even the law enforcement officer himself can do that! However, one must realize that markings, of their own nature, have definite limitations, especially when applied to pavements and curbs where they may be obliterated entirely by snow, or are not clearly visible when wet. Moreover road markings are subject to serious wear when painted on surface exposed to traffic.

The Manual on Uniform Traffic Control Devices, which is the most reliable available authority on the subject, gives four classifications for markings: pavement markings, curb markings for parking restrictions, object markings and reflector markings.

The most famous marking, perhaps, is the white line down the middle of the roadway. It has given rise to endless speculation concerning how much the white line can deviate and yet be considered "middle." At one time four men were required to hold an extended yardstick across the road to determine "dead center" but today a mechanical device accurately finds the middle of the road. According to the Manual, the center line is "used to designate the center of the traveled portions of a roadway carrying traffic in both directions." On all major roads in both rural and urban areas, one continuous white line is necessary. The most common width for longitudinal markings is four inches, but in some places a six inch line provides sufficient increase in visibility as to warrant the increase in the amount of paint used. Narrower three inch lines have been used in some places

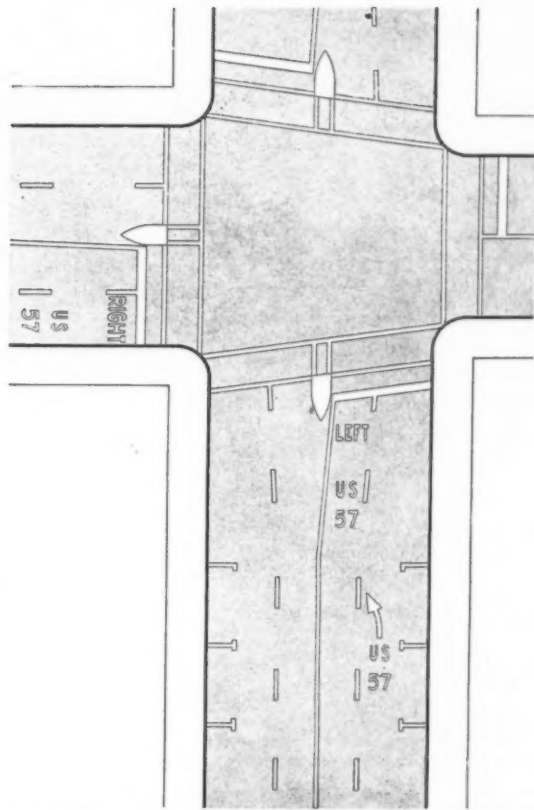


Figure 17.—Typical urban pavement markings, showing center lines, lane lines, stop lines, cross-walk lines, parking-space limits, and route markings.

in order to economize on paint, but they are not regarded as adequate for standard use.

In locations where a continuous center line is not needed (and there is never any advantage in using markings where they are not actually needed), short sections of center lines are useful on approaches to busy intersections, marked cross walks, or railroad crossings, and around curves or over hillcrests. When so used, the center line serves both to warn motorists of an unusual road condition and to organize and help control traffic through hazardous or congested zones.

In rural areas, especially on a two-lane paved highway, where the continuous line is not needed and broken line segments can be used, it is recommended that these line segments be 15 feet in length with 25 foot gaps in between. In the application of a given gallonage of paint per mile, the Manual advises, such relatively short segments will give a better line than if longer segments with correspondingly longer gaps, are used. On the other hand, very short segments and gaps have been found to cause an unpleasant flickering sensation.

On a four lane, undivided pavement, the center is often designated by a double line. Each line should be between four and six inches wide and they should be about two inches apart. Because this center line is in

(Continued on Page 20)

## Buckets of Paint

(Continued from Page 19)

effect a continuous no-passing striping (it is illegal to drive to the left of the line) it is recommended that the two lines be yellow, although white is an acceptable alternate.

A word of warning to those drivers who often find themselves going "that way" on a one way street going "this way:" a line down the center of a road does not necessarily indicate a two way street. It may only be the lane divider of another one way street.

Lane dividers are security markers for a good many motorists. On a multi-lane highway where traffic moves at a swift speed, the lane dividers act as guides in organizing traffic into its proper channels. Should traffic become bogged down, they increase the efficiency of the use of the roadway surface around these congested locations. Lane lines are also helpful in areas where the normal lane width is suddenly decreased and at approaches to widened intersections.

"No-passing" zones are established at curves or hills where passing must be prohibited because of restricted visibility. "No-passing zones," states the Manual, "shall be marked by a solid barrier line placed as a right-hand element of a combination stripe along the center or lane line." It is recommended that the barrier line be yellow. The markings for the no-passing zones ought to be 55 feet in length to conform to the established standard.

Under the heading of vertical markings (in contrast to the horizontal or longitudinal lines, which have been discussed previously) come traverse lines, stop lines (in front of which the word *stop* must be placed on the pavement) and crosswalk lines. All of these should be solid white lines.

Markings for parking areas are designed to aid the motorist leave his vehicle safely parked at the curb. In areas where parking parallel to the curb is expected, lines 20 feet apart should be marked off. These lines should be perpendicular to the curb and extend 7 feet into the roadway, which is the width of the average parked vehicle. Where angular parking is permitted, the marking of lines to indicate the limits of each stall, enables all drivers to park at the same angle with a minimum of wasted space. The degree of the angle of the stalls depends upon the width of the roadway and how many cars are to be provided for by the stalls. Where parking is prohibited at all times — in front of bus stops, fire hydrants, loading zones and the like — the curb marking should be of a solid yellow color, and should cover the side and top of the curb.

Objects in the roadway or along the side of the roadway which constitute hazards to traffic are marked with at least five alternating black and white stripes. The stripes slope downward at a 45 degree angle toward the

side of the obstruction on which traffic will pass, and should not be less than four inches in width.

Thus far in this discussion of markings, it has been assumed that paint is the medium for markings. In recent years many improvements have been made in paint and methods of applying it, so that now equipment is being used that is capable of placing single, double or triple striping on a highway in different colors and either solid or broken lines, while operating at a speed of 10 to 15 miles an hour.

Paint is by far the most common and inexpensive means of marking highways, although it is not the only one in use. Small glass "beads" embedded in the pavement marking material have come into use along many heavily traveled roadways. The glass-beaded surface produces a retrodirective reflection, and so picks up the reflection of the headlights. Although the beads have little lighting effect during the day, they give a luminous appearance at night, thus increasing visibility. The initial cost of these reflectorized markings is considerably higher than for ordinary traffic paint, but the increased life of the markings, according to a number of highway departments' reports, more than compensates for the difference in cost. Metal or in some instances plastic inserts in the pavement have been used quite successfully as markings. Not very widespread is the use of permanent built in markings of white or colored concrete or inlaid bricks or blocks. Although quite expensive, this last method is permanent and had proved successful wherever tried. However, the fact remains that the majority of communities still prefer to mark their roadways with paint, and are willing to keep the lines of safety clear and accurately marked.

Again let us state that our purpose in writing this article was not to rewrite the "Manual on Uniform Traffic Control Devices," rather we have tried to provide a digest of the information it contains. Complete information is obtainable from the Manual which is available for 75 cents by writing to the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

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## Chiefly Chatter

(Continued from Page 18)

answers. Lawyers have been finding it necessary to brush up a little when a patrolman on the beat casually asks them a technical question concerning the law. The judges in the courts too are pleased, because this course is helping all police in their districts do a better job.

Chief Schwartz does not profit financially by the operation of the school but he is more than compensated by the opportunity to assist his fellow law enforcement officers do the best job possible.



## MATCH REPORTS

### DREXL NATIONAL INDOOR PISTOL CHAMP with 872

The National Indoor Pistol Matches are over; 874 individual competitors and 133 teams were firing in the various sectional matches. The team titles went to the Lincoln Rifle and Pistol Club, (Nebraska) and the St. Louis Police Revolver Club (Missouri) with 1137 and 1134 respectively. The individual championships for men and women were as follows:

Men	1st. Ulrich Drexel	872
	2nd. John Doherty	867
	3rd. Walter R. Walsh	866
Women	1st. Gertrude E. Backstrom	823
	2nd. Irma K. Benton	814
	3rd. Kathleen Walsh	795

### ANNUAL STEMMERS RUN PISTOL MATCH WON BY PINION with 1739

The seventh annual Stemmers Run Pistol Match held on May 2nd and 3rd was won by Offutt Pinion, CPO, USN with a grand aggregate score for two days of 1739. Second was Walter Walsh, Lt. Col., USMC with an aggregate score of 1738; W. "Bill" Simms, Lt. of the Baltimore Police Department was third with an aggregate score of 1734. "Bill" also took the Eastern Sectional Championship which was restricted to the residents of the District of Columbia, Eastern Maryland and the Maryland State Association.

The women's aggregate (.22 caliber match scores) was won by Mrs. Margery Brown of Washington D. C. with a score of 794 and Kathleen Walsh was second with a score of 787. Kathleen Walsh is only 14 years old and the daughter of Walter Walsh, a top shooter. Kathy has been shooting for about 6 months and big things are predicted for her.

The aggregate scores were as follows:

Center Fire Aggregate	
1st. William Simms	868
2nd. Offutt Pinion	864
3rd. Walter Walsh	860
Center Fire and .45 National Match	
1st. Walter Walsh	573
2nd. Offutt Pinion	570
3rd. J. P. Taylor	568
.22 Aggregate	
1st. Walter Walsh	878
2nd. Offutt Pinion	875
3rd. W. Devine	873
.22 National Match Course Aggregate	
1st. Walter Walsh	581
2nd. J. P. Taylor	578
3rd. Offutt Pinion	577

The Stemmers Match had a registration of 185 although conditions were not ideal, cold and overcast the first day and windy the next. Adam T. Stocki, the statistical officer, sent me one of the neatest and most complete final bulletins I have ever seen. My thanks Adam.

### NEW YORK AND SPARROWS POINT PISTOL TEAMS SHARE HONORS at FIRST ANNUAL PISTOL MATCH at NEW ROCHELLE

The first Annual Pistol Tournament sponsored by the City of New York Police and the New Rochelle Police was held

## New Methods and Products



### New Portable Battery-Operated Tape Recorder

The Cub Corder, a new, completely portable tape recorder equipped for recording, playback, erase, monitoring and battery recharging, and all housed in one compact unit, has just been placed on the market by *Electro Inc.*, Delaware, Ohio. The unit, which weighs less than 13 pounds, is designed to record for two full hours, or sufficient time to record up to 20,000 words before battery recharging is necessary.

Because of its light weight and complete portability, the recorder lends itself to a wide variety of on-the-spot uses where "plug in" current is not readily available. Police and fire departments can make ready use of the Cub Corder for on-the-scene data.

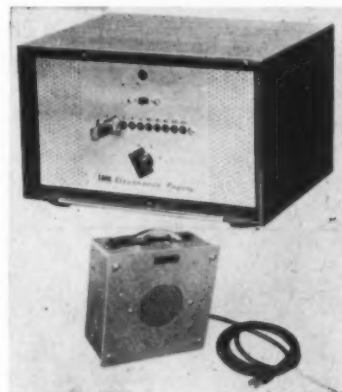
Since the Cub Corder is designed primarily for outdoor recording, the manufacturer has made the unit as simple as possible to operate. The push-button mi-

crophone can be used for recording, playback, and to start and stop the unit, eliminating the need of the operator carrying extra, cumbersome equipment when on location. This feature enables one-hand operation.

The Cub Corder motor is powered by a 4-volt, non-spill storage battery which has a normal life span of 450 hours. The tape used is of a conventional type and size and may be "played back" over almost all makes of tape recorders.

The case is finished in leather-grained, scuff-proof plastic and comes with shoulder straps for ease of carrying. A monitor jack socket outlet enables headphones to be used either for playback purposes or for listening as one records to determine correct volume setting.

For complete specifications, price list and sales literature, write the manufacturer, or circle No. 45 on the Readers Service Card.



### Portable Paging Unit

This new product is mentioned here to acquaint police officers with a new method being utilized to page night watchmen and building superintendents. This can now be accomplished regardless of their location within a building, and without the need for special wiring by means of the new IBM Portable Paging Unit. An integral part of the company's newly-developed Electronic Paging System, these portable units can be plugged into AC power outlets at any location within the building to receive individual code signals superimposed on regular AC light and power wiring. These signals as well as stationary signals within the building, may be actuated by a push-button mounted at the building's entrance. Both audible and visible paging signals are transmitted in this system to insure effective paging regardless of the surrounding noise level or distance from stationary signals.

Selective paging of plant or building personnel is accomplished by assigning code numbers to personnel which indicate the cadence, for example, one

(Continued on Page 23)

at the New Rochelle Range.

The results were as follows:

POLICE TEAMS MATCH CLASS A	
1st. New York City Team NO. 1	1182
2nd. Sparrows Point P. D.	1176
3rd. New York City Team NO. 2	1174
POLICE TEAMS MATCH CLASS B	
1st. NYC Police Academy	1116
2nd. White Plains P. D. Team NO. 1	1115
3rd. Linden, N. J. Police Team NO. 2	1114
The individual Police Match .38 Caliber had 210 competitors with the following results in the first three classes:	
Class A	
1st. Art Fegan NYC	299
2nd. Fewster Sparrows Point	298
3rd. A. Abrams NYC	297
Class B	
1st. C. Marshall Sparrows Point	287 Rapid 95
2nd. R. Cox Forest Hills PD	287 Rapid 93
3rd. C. Zaneski Cliffside Park	286
Class C	
1st. J. Oliveri Grumman Police	287 Rapid 89 4x
2nd. T. Wasieleski NYC	287 Rapid 89 1x
3rd. R. Hoffman Middletown	287 Rapid 88 2x

## Notes on Keeping Records

*As told to us by Anthony L. Reilly, Chief of Police Allentown, Pa.*

How many miles does a police car travel in one day? Why are the gas and oil bills so high? Why do patrolmen need a new car every year? These, and many other, questions are natural inquiries for the budget-minded citizens to ask of their police departments.

A turn of a page in a giant record book at Allentown, Pennsylvania will reveal detailed information about patrol cars and the duties of the police officers in that community. The book, in ledger form, is 28 inches wide and 22 inches long (a few inches larger than a good-size desk blotter). On the right hand side is listed the number of each patrol car, followed by the breakdown of the three shifts—A.M., Middle, and P.M. The number of miles each car travels on each shift is marked in the appropriate space. Each car drives an average of 55 miles in a single shift. An effort is made to keep the mileage below the 60 mark, except in cases of emergency. The limit is not set because of a desire to be economical; rather the department feels the mileage is one indication of the thoroughness with which the patrolman is doing his job. Too much mileage denotes he is doing his tour too quickly, and a good job takes time.

This record is posted daily; at the end of a month, a quick glance will tell the entire story. On the second page of the car ledger, notes on the amount of gasoline and oil used, plus any repairs, are made. The patrol cars in Allentown average 60,000 miles each year. At the end of a year's service the cars are turned in for new ones.

The public has little idea of the many services a policeman renders during the course of one day's patrol, and so sometimes think that car patrol policemen "have it easy." To show any inquiring citizen what the police department does, a complete record of every call made by every patrolman is listed.

Whenever a call or complaint comes into the station, it is noted on a small 6 x 9 report form, and stamped by an I.B.M. time stamp machine which records the exact time the message was received. After the call is radioed to a patrol car, the time is again stamped on the report form. When the report from the patrol car comes back to headquarters that the officer has taken care of the situation, the report form is stamped for the third time and filed away. In all probability, this system is used by many police departments, but the step to be discussed next is one of Allentown's contributions to police efficiency.

Chief Reilly gathered together all the

various types of calls which a policeman might have to answer. The total came to 120. Each of these calls was classified and given a code number. At the end of each day, all the reports from the 6 x 9 report forms are posted on another 28 x 22 ledger sheet, which is numbered 1 through 120 on the left hand side. The days of the month are tabulated in vertical columns. Thus, at a glance, it can be seen that on a certain day 3 calls came in under the number 6, for instance, and number 6 might be the code for auto accidents. At the end of thirty days, all calls, complaints, etc. are summarized. One can then easily see "what keeps the police department busy."

The department in Allentown, Pa. has 118 policemen serving a population of 106,000. Chief Reilly also has another army of helpers who are on duty at all hours and yet have no specific connection with the police department, or the business of law enforcement. The Chief has arranged with every company in the Allentown area that has a two-way radio or telephone to keep the police department posted any time and anywhere police services are needed. Thus if a cab driver witnesses an accident, he has just to use his car radio to report it to his dispatcher who in turn gets the police to the scene. A list of all possible mobile radio and telephone units are part of the records in Chief Reilly's office.

A complete record of all patrolmen is kept which shows each officer's background and what languages he can speak or understand. The man's home address is recorded, along with that of the nearest station house he should contact if he is at home when an emergency occurs. The department is now operating on a three platoon system. Chief Reilly is working on a plan for a four platoon system which will give his men ten additional days off per year.

Allentown is particularly proud of its identification department. In addition to the regulation mugging and fingerprinting, this department takes a full length picture of each apprehended person. The person is placed against a white background which has been ruled in feet and inches. At the snap of the shutter the man's height becomes part of the permanent record. Very fine equipment is used with the result that the full length pictures are accurate portraits, clear and sharp. Each picture, along with pertinent information about the person photographed, is placed in an envelope and then filed.

Records play an important part in police efficiency. Not only are they a determining factor in the purchase of equipment, but also they are a lasting tribute to the work, well-done, by the law and order officer. Although to some, keeping accurate, up-to-date records may seem like a lot of "paper work nuisance," the value of having these records have been proven time and time again. A well-designed clerical system does not necessarily require additional staff members, and the dividends it pays make the effort well worth while.



City of Nampa, Idaho  
June 12, 1953

Dear Editor:

I might tell you I read your articles and information and find you are on the right track.

To start with, your youth program is very much to my liking as juvenile delinquency is our main problem. Communism, too is a good subject. I have been fighting it for the thirty five years of my police work, most of which was spent in the Seattle, Washington Police Department and it commenced with the Independent Workers of the World (I.W.W.) which turned into communism. In this line keep up the good work.

Very truly yours,

M. C. Scrafford, Chief of Police  
Nampa, Idaho

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LEE E. LAWDER

## From the Editor

The number of little "jobs" that confront an officer each day automatically puts him in the "busy man" classification. Elsewhere in this issue is the statement that there are 120 possible services a policeman can be called upon to perform in the course of his day's work. And yet, he is never too busy to give his personal attention to the smallest citizen who has a request or complaint. A police department has but one "commodity" to "sell" and that is an intangible called "service."

Much of the service rendered is personal and requires on-the-spot attention. One of the greatest qualities an officer can have is patience. One of the prime requisites of a patient man is to be a "good listener."

Certainly, the most popular person in the world is a "good listener." Recently I met a man who had cultivated the art of listening. The sincere quality of listening gave the speaker the feeling that he was the most important person at that moment in the world, and that every word he uttered was a "gem." Of course, the "listening effort" was never obvious (as is any art) but it was so much a part of the person that it became second nature. This man not only listened, he *heard*.

There are two types of people in our world. One is the "talker" and the other the "listener." There are ideal combinations of both in one person. A good officer knows he learns more by listening.

Naturally, we are conscious of the fact that there are people who will waste valuable time if you "lend them your ears." But these can be recognized and with all the tact and diplomacy at your command you can ease out of the situation.

The "good listener" is the greatest booster in the public relations program.

There are many stories that serve to illustrate the person who does too much talking. This one I like most and I have often used it when called upon unexpectedly to "say a few words." The story goes: A little bird alighted in front of a butcher shop and found a big piece of baloney, which he gobbled up. This made him so happy at being filled that he flew up to the telegraph wires and sat singing and yelling his fool head off. Along came a boy with a shotgun! Hearing the noise, he looked upward. What a shot! Pling. . . no more bird. Now the moral of the story is: When you're full of baloney—keep your mouth shut.

## Random Shots:

Last month the Harvard Associates in Police Science held their annual meeting at Sunset Hotel, Sugar Hill, New Hampshire. The country in those parts is most beautiful. We had occasion to be there and found that Sgt. Albert Kimball of the Connecticut State Police was scheduled to give a lecture on "Radar Controlled Highways." He was the most surprised man in the world when we gave him a copy of the June issue. His picture was on the front cover!

The IACP honored six states and twelve cities for outstanding performances in traffic law enforcement. The winning states were (Eastern) Delaware and Rhode Island (tie) (Southern) Virginia (Midwestern) Oklahoma (Western) Washington (Group 5, Big States) California. This was the fourth year that the Association has honored police agencies for excellence in traffic work.

We saw a beautiful piece of good police work and public relations the other day. We were in Bergenfield (N. J.) and on a busy corner a mother was screaming frantically, holding one youngster who was screaming as well . . . She had lost her other child and you never saw such genuine grief and despair. A moment later a young patrolman came down the street leading the lost youngster by the hand. The mother was overjoyed, but the episode didn't end there. The patrolman spoke quietly to her and told her that inasmuch as she was in no condition to drive her car home, he would take the family in his patrol car and then after dinner she could send her husband down to take their car home. The incident was done so simply and understandingly! We wish we had the patrolman's name to give him due credit.

We have been receiving interesting correspondence from Chief Edward J. Allen of Youngstown, Ohio, relative to the "Obscene Literature Case" now being reviewed by the Federal Court in Cleveland. We had hoped to have room in this issue for an article on the subject but will have to postpone it. Chief Allen advocates a Citizen's Committee to work with the publishers, but makes it clear he does not wish the police department to be dissolved or any responsibility in enforcing the law.

## New Products

(Continued from Page 21)

long and one short, in which the audible and visible signals will operate. The system also can be programmed to automatically sound work and rest period signals as well as emergency alarms.

A folder describing the system can be obtained free of charge by checking #44 on the enclosed Reader Service Card or by writing directly to the Department of Information, International Business Machines Corp., 590 Madison Ave., New York 22, N.Y.

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